

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

[PRICE 6D.]

the writer has been and continues to be a member of the
the proposed building project, at a meeting conducted by the

FROM 30TH JUNE, 1943, TO 30TH JUNE, 1944

[illegible]

ROYAL GEOLOGICAL SOCIETY OF CORNWALL—

7-1
The above said that we recommended that you do not permit in
the past, from time to time, a thorough examination of the great number of
the family tree, and I am glad to find that you should accept my recommendation
of this.

Respectfully and sold by the Petroleum, VITAMIN, WHITE, and
Exposition, Cleveland.

TREELIGH CONSOLIDATED MINING COMPANY.
Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders will be held at the office of the Secretary, on Wednesday, the 1st of October, at Twelve o'clock precisely.
25, Threadneedle Street, Sept. 11.

PUBLIC COMPANIES.

TUESDAY.—Consolidated Treadwell Mining Company, at One.
THURSDAY.—British Dock Company, at One.
FRIDAY.—Leeds and Liverpool Canal, and Douglas Navigation Company, at Eleven.
—Commercial Dock Company, at One.

CALLS.

Edinburgh, Leith, and Glasgow Railway Company, 21.
North and South Railway, 21.
York and North Midland Railway, Sevenborough shares, 74.
Cullington Mines, 11; Wheel Heavy, 20; Penrhallow Mines, 110.
DIVIDENDS.
Edinburgh and Glasgow Railway, 72s. 6d. per share, 6th inst., 1s. 74d.
Hall and Bailey Railway, 20s. per share.

NOTICES TO CORRESPONDENTS.

The Mining Journal is regularly published about Two o'clock on Saturday afternoon, at the office, No. 25, FLEET STREET, where it can always be obtained and there is no reason for irregularity in its supply, in town, either then or on the part of the agent through whom it is ordered; but, as respects the transmission to country subscribers, the blame is shared with the Post-office authorities.

CARADON MINING DISTRICT.—Having had repeated inquiries for copies of the hand-
book, referred to in our notice of the Eastern District of Cornwall, we have given it a place in our present Number.

We are compelled to postpone the insertion of a paper we had prepared, on Mining in Germany—also one on the National Importance of Preserving Mining Records.

"H. W. C." (Birmingham).—A letter, addressed to the writer, care of the Editor, will be duly forwarded.

WREDA FRANCH.—In a notice of this mine, in last week's Journal, the average price of the ore was stated to have exceeded 10s. per ton. We are requested to state, that the average is about 11s.—the produce being 7.

"A. B." should himself attend the meetings, and state his views, which would doubtless have good effect. A full report of the proceedings will be given in our columns.

"E. V." is thanked. Further communications will be very acceptable.

The Transactions of the Institution of Civil Engineers, and of the Society of Arts, are regularly reported in our columns.

MINERS' ALMANACK.—It is proposed to publish an ALMANACK ANNUALLY—the first Number of which will appear on the 1st of November next, price 1s. In addition to the general information conveyed in publications of this nature, it is intended to furnish the names of the directors, officers, &c., in each mine, the returns, dividends, and statistical details, with also original articles and papers on mining engineering. Contributions, addressed to Mr. Henry English, 1, Shorter's Court, Thurgate Street, or to the office of the Mining Journal, Railway and Commercial Gazette, 25, Fleet Street, London, will meet with ready attention. The contributions of our practical friends, with statistical matter and useful information, as relates to mining operations, is respectfully requested.

THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, SEPTEMBER 14, 1844.

* Parties desiring to order the Mining Journal, can do so, either direct to the office, 25, Fleet Street, London, or through any newsreader or bookseller in town or country. Notices of irregularity in its delivery are requested to be forwarded to the office, where every endeavor will be made to rectify the same as soon as possible.

Having in our last Number given insertion to the statement, or certificates, of parties, as also a brief narrative of such facts as we had collated, having reference to the melancholy accident at Dearham, we feel that few observations are necessary—indeed, to repeat the sad tale, is but to harrow up the feelings of those who possess the least spark of humanity in their breasts, yet we cannot allow the matter to be passed idly by, without calling upon the colliery proprietor—say, we should not say him, nor even the Legislature, but the friends of humanity—to step forward, and, by a united effort, protect those who have not the means of protecting themselves.

In the case alluded to, five poor creatures lost their lives by the breakage of a rope, hurried were they into eternity without one moment's warning, leaving families to sorrow over their loss, and, perchance, to become the inmates of a Workhouse Union, where the widowed parent and child should be separated, after experiencing the loss of husband and father; for, with shame be it spoken, in a country like that of England, indebted, as it is, for its wealth to the industry and toil of the miner and collier, there is no fund, no place of refuge, no source from whence aid can be obtained; the tears of the widow and orphan meet, alas, no sympathy but that bestowed by those who may, within a short period, be alike bereaved of their husbands and fathers. We hear of these and accidents, we find the verdict of a coroner's inquest reported in the papers, but we never see an advertisement, nor a paragraph, which tells us that the families are provided for, that subscriptions have been received for their support; nor, in the case of accidents, do we find that a fund exists, to which the maimed collier may fly for relief, and to obtain the necessary support for his wife and family. We doubt not that in many cases the colliery owner, or his agent, may afford temporary relief. We believe, in most instances, sick clubs are established, on which the collier may draw as a member, having contributed to the funds set apart for accidents and sickness; but, we would again ask, what is the help afforded by those who live in luxury, at the cost of labour, and, too frequent, the life of the working collier and miner?

We cannot think upon the subject without feeling the blood boil within our veins, and a sense of shame come over us when we reflect that in England there is no provision made by the mining interest for accidents and loss of life—while the inalienability of the Legislature is debasing to the character of the country. If we look over the Statute Books, what shall we find as a legislative enactment which is calculated to benefit or protect the working collier?—Naught. It is true that evidence of feelings of humanity are occasionally displayed—the Animals' Cruelty Bill, the Chimney Sweepers' Act, and the Dog Cart Bill; these, we believe, with the Commission appointed to inquire into the employment of Women and Children in Mines and Collieries, constitute the whole of the benefits conferred by the Legislature. Let, then, those who profess to be friends of humanity—those who preach and hold forth at assemblies at Exeter Hall and elsewhere—come forward and practice. Let them set the example, and let us upon Government's measures which the voice of humanity calls for so loudly.

But, to the case immediately under notice, and let us deal with it practically. Five lives were lost, a coroner's inquest was held on the bodies, and a verdict given, which at once exempted the proprietors and agents from blame, and visited it on the manufacturer of the rope, attributing the accident to the badness of the material of which it was composed. This point we consider settled by the certificate to which we have already referred; but to us it is of little import whether the blame be attached to the carelessness, negligence, or quality of the colliery owner or his agents, or to the bad quality of the rope—the loss of life is the same—and it is to provide measures which may obviate, as far as is practicable, so dire a misfortune as that which we have too often occasion to record, that we now resume the subject.

It appears that at the inquest held, no little were the merits of the rope estimated or understood, that the loss of life was attributed to the badness of the rope—while the real fact appears to have been that it was owing to neglect, and inattention to its state, and the state in which certain portions of it were at the time—other portions of the rope having been subsequently tested as to its strength. If such be the case—and it cannot, indeed, admit of doubt—how culpable are all parties concerned in the inquiry; but we will assume the former arose through ignorance—we will believe the owner did his duty—but, we would ask, was there not a further duty imposed on all,

to ascertain by rigid inquiry the real cause of the accident? Had a practical representative of the Government, whose duty it should be to examine and report on the safety and security of the machinery, tackle, and ropes, employed in collieries and mines, been appointed as inspector of the district, as we could wish to see the case, it would have been his duty to have reported the state of the rope, or to have afforded evidence on which a true verdict might have been found. In cases of sudden death, or suspicion of violence, we find that medical men are called in to afford their evidence; in some cases bodies are exhumed—in others they are subjected to surgical examination to search into the cause of death—but in instances of this nature it is sufficient to find a verdict of accidental death, and not to inquire into the cause. We are aware that in colliery districts generally those who may assemble on such melancholy occasions, are too frequently under the thrall of others who may represent the wealthy proprietor; and, if we recollect aright, some few months since, in the case of loss of life in South Wales, the foreman of the jury was an employee at the works where the accident occurred. The verdict might readily be anticipated under such circumstances. We repeat, had there been proper evidence adduced, on that, as well as in the instance under immediate notice, the verdict must have been very different, and we think would have warranted that of "manslaughter"—and we trust that in the next instance of a like nature—for we may look for one ere many weeks or days elapse—such a verdict will be arrived at.

We again have to express the feelings of sorrow and shame, which, in common with others, we cannot but feel are attached to all embarked in mining enterprise, when it is reflected upon that many of these sad accidents occur through the negligence and ignorance of those on whom devolves the superintendence of the works, and we cannot but lament that parties possessing influence and power, should leave to others less able, but not less anxious and sincere, to direct attention to a subject so important yet so disregarded. We shall, next week, in resuming the subject, treat on accidents arising from fire damp and the means of ventilation, embodying therein the system adopted by Mr. RYAN, whose zealous endeavours we have reason to believe are appreciated in a high quarter, and to which public attention is likely to be drawn ere many weeks elapse.

We have so frequently noticed the absurdity of paying interest on deposits or calls in railway undertakings, as being merely a return to the shareholders of a portion of the capital they have invested, that we cannot but express our surprise the several new projects now on foot should, as one of the baits put forward to induce parties to embark, thrust forward, in a prominent manner, the intended clause in the proposed Act, of interest at 4 per cent. being allowed until the works shall have been completed, and a revenue obtained. We know not whether a clause of this nature was introduced in the Act of Parliament of the Blackwall Railway, or that of the Greenwich; but, if such were the case, it would have been hailed as of the first importance by the original shareholders, had neither the one or other ever have arrived at completion—that is to say, so long as funds remained in hand to pay the shareholders 4 per cent., even though the interest was paid them out of their own capital. But, unfortunately, we find that the original capital must needs give way to preference shares, to debentures, and loan notes, which require 4 to 5 per cent. interest to be paid thereon, and hence the capital becomes chargeable with payment of interest to others, instead of withdrawal, from time to time, by those who are the depositors. It may be said in favour of the practice of paying dividends or interest out of capital, that many parties embark in railway and other enterprises not with spare cash, but such as they look to as affording them an income. If such be the case, we think the parties highly blameable, for if an investment of 10000l. in a railway is of so much importance as to render it necessary that the depositor should receive during the first two or three years, while the line is in course of construction, his 400l. or 500l. per annum, which is nothing more nor less than an abstraction and dissipation of capital, we think he is not justified in making the advance or investment, no matter what the prospect of future returns.

We remember well, and it will, doubtless, be in the recollection of the majority of our mining readers, some especially those connected with the mines of Cornwall; that some few years past a gentleman undertook to work various mines with the capital of others, in addition to that embarked by himself, and, in several instances, individuals advanced from 10,000l. to 50,000l. The lure held out was, that they (the subscribers) should receive 10 per cent. per annum as a return, until the mines should come into a profitable state of working, and, by this scheme, a sum of upwards of 350,000l. was raised. Without going into the calculation of how long this sum would suffice to pay the adventurers 10 per cent. per annum, assuming one-third, or say 100,000l., was put out at interest for such purpose, and employing the remainder in working the mines, sufficient is it to say that the speculator, or the speculations, failed; the whole of the 350,000l. was lost, and there remained for the shareholders—the little debts, or grants of the sets. We had, however, almost forgotten that the parties actually received some twelve or eighteen months' interest on their capital, so that, for every 10000l. embarked, they received 1500l. for the eighteen months, while ordinary interest would only have realized them 600l.—they thus profited 900l., and lost 10000l. For our own part we said at the time, and we repeat it, that it "served them right," and where we find such rapacity displayed, we are not sorry at the issue.

It is true with railways, that, in the opinion of the majority, it is, and, indeed, may be said to be quite a different thing. Here is no hazard, or rather comparative chance; the returns are made (although not always observed), and the returns are set out, showing a prospective dividend of 7, 8, 10, or 12 per cent. on the capital employed. If, say the projectors, we are justified in estimating our returns on such a scale, are we not fully warranted in giving to our shareholders a 4 per cent. on their advances?—undoubtedly they are, if such payment be made from returns, but such is not the case; we repeat it is merely doing out the capital, until all is expended, and the necessity of applying to other quarters becomes necessary. In a prospectus before us, we find a clause, to the effect that power will be taken, in the Act to be obtained, to allow interest at the rate of 4 per cent. per annum on the deposits, as well as on future calls, from the date of each payment, till the opening of the whole line, or until a dividend is declared. Now, in this case, which is not a solitary one, it is quite clear that did this form one of the clauses in the two companies to which we have made more immediate reference, they would be compelled to borrow money at 5 per cent., to pay on the original advance the interest of 4 per cent., according to the clause in the Act; this would certainly appear somewhat incongruous to the mercantile man or the financier, but the object is to build not a "hoax" to the public, and so that it takes at the time, no questions are afterwards asked. No willfully blind do parties become when self-interest prevails, and where the value of their property depends on the estimation in which it is held, no matter what race is ascribed to, to give to it a fictitious value.

It is sufficient for our purpose to direct attention to the absurdity of the clause, and the clause which the shareholders persist on themselves of taking interest from their own capital. We have too many instances of legislative wisdom to lead us to indulge in the supposition that a select committee could understand the matter, although the subject is too clearly defined to be mistaken; and, therefore, must leave the question to the wisdom of common sense, where provisions do not interfere, or, in such case, we suppose that we must agree somewhat more rapid to be succeeded in preliminary

gain. Such, at least, is in accordance with the opinions we have heard advanced, and we suppose they are right—for, after all, there appears to be but one object in pursuit. Need we mention it?—we think not.

We this week present to our readers one of the most complete and comprehensive tables which we believe has yet appeared in our columns, showing the sales of ore by ticketing in Cornwall and at Swansea for the twelve months ending 30th of June last, with the produce in fine copper, the amount of sale, the average price per ton, the average produce, and average standard, of the several sales, to which we have appended the weekly quoted price of cake and sheet copper, with the comparative low standard, and the difference between that and the price of metal—which two latter columns we admit are assumed, but we believe based on such approximate data as can leave no doubt of their correctness—while they will be found to afford sufficient grounds for drawing deductions as to the position in which the miner is placed by the smelting monopoly.

It is not our intention this week to enter upon this important subject, but content ourselves with placing before our readers the data on which we shall found our argument, which will form subject for next week—while it affords matter for contemplation on the part of those interested; we may, en passant, however, direct attention to the wide difference presented by the table under notice, as to the relative prices of ore of the same standard during the twelve months, as compared with that of copper. It was our intention to have furnished other tables bearing on the question, and also to have rendered a comparative statement of the produce of our home and foreign mines; but we find that the space required for the necessary tabular matter and the observations arising therefrom would preclude the insertion of much information of more immediate interest. We shall, however, next week be in a position to enter on the subject, and to furnish data for our respected correspondent, "R. W.," to discuss the merits, and to set us right where we may be found to be in the wrong—or to advance the interests of the home miner, by affording corroborative evidence of the truth and validity on which our arguments are based.

THE METAL TRADE—continued from last page.

The market for metals shows a reduction in the value of British iron in the Clyde, and for castings in Wales, which is 2s. per ton below prevailing rates. Copper is rather lower, 100 tons being reported to have been sold at 21s. per ton. Lead is in rather higher and in demand, and quicksilver remains at 5s. 6d. per lb.—Standard Commodity Board.

THE IRON TRADE.

There has not been much doing this week, and prices, particularly of pig-iron, have fallen. Sales have been made under last week's prices, but makers still quote 4s. 6d., and bars 4s. 10s.—Glasgow Colliers.

The fluctuations which have taken place in the price of Scotch pig-iron, as indicated by quotations which have appeared in some newspapers within these few months, are well calculated to excite curiously regarding the causes which produce them. In February the price is quoted at 4s., in June 7s., and a paragraph on the trade, which appears in a Saturday paper, would have us to believe that the makers' price is now 10s., and likely to go lower, and that a large sale has been made at 6s. The making inquiry, we find the makers' price ranges from 6s. to 10s., and no trace can be found of the 4s. sale—the party who is said to have made the sale knows all knowledge of it. Misrepresentation such as this, however, is not resorted to by some speculators, from whose questions the trade has always suffered to a considerable extent; their hands are now cleared of stock, and they want to buy in again at a low figure. Such trickery, however, we are glad to say, is rather too late of showing itself to produce the desired effect, as, at a meeting of ironmasters, held here on Wednesday last, measures were agreed to which will cut off the facilities for speculation heretofore successfully afforded by their to buyers of iron, and to put down that system of re-sale and re-purchasing which has proved so injurious to the interests of the trade. Most extensive interests are brought on the property of this branch of our manufactures, and we are glad that measures are being thoughtfully adopted by the ironmasters, with whom the power rests, to prevent it from being resorted to, as some other trades have been, in a system of degraded gambling.—Glasgow Herald.

THE INDIAN METAL MARKET.

(By the last steamer mail.)

BOMBAY.—There have been but few transactions in metals during the past month. Some sales of copper have been made at our last quotations; but, however, look for an advance, and for the copper 60s. (which is a rise of 12 1/2s.) has been offered and refused, and 64 1/2s. for brass—iron is rather higher, and 6s. 6d. is shown to be a fair price. Copper has been sold at 14 1/2s. per ton, and 15 1/2s. have also been offered for it. There is no change worth of notice in other articles under this head.

CALCUTTA.—Copper.—Until within the last few days our market remained in a most deplorable state; since then there has been a great deal of inquiry, and prices of most kinds are on the rise, and will, we think, further improve. Imports in June:—Copper 1000 tons, brass 200 tons, iron 100 tons, and steel 100 tons.

IRON.—Immediately after the departure of the last mail, several large purchases on speculation came into the market, driving up the price of assorted bar-iron, and prices of this description have advanced 2 to 4 annas per cwt. in consequence; it now remains to be seen whether they will be able to do so without causing a decline in sheet, bar, and other kinds are without alteration, but within the last few days great imports in June were as follows:—Iron, 100 tons, and steel 100 tons, brass 200 tons, and copper 100 tons.

BRASS.—This metal continued to decline until lately, when it was made as low as 11 1/2s. per cwt.; it has again rallied, and some small parcels, ready for delivery, have been sold at 12 1/2s. We understand, however, that there are orders to arrive at 13 to 14s. Imports in June 100 tons.

LEAD AND TIN PLATES.—Our market for sheet and pig-lead has been very dull, and some of the latter have been made as low as 11 1/2s. per cwt. In red lead some sales have been made at 12 1/2s. per cwt. Imports in June:—Pig-lead 100 tons, sheet lead 100 tons, and tin plates 100 tons.

REPORTS OF METALS TO INDIA FROM LONDON AND LIVERPOOL.

	From 1st January to 31st Aug., 1844	1843	1842	1841
Sheet iron	1,212,000	1,212,000	1,212,000	1,212,000
Copper	1,212,000	1,212,000	1,212,000	1,212,000
Iron, British	1,212,000	1,212,000	1,212,000	1,212,000
Foreign	1,212,000	1,212,000	1,212,000	1,212,000
Tin plates	1,212,000	1,212,000	1,212,000	1,212,000
Lead	1,212,000	1,212,000	1,212,000	1,212,000
Quicksilver	1,212,000	1,212,000	1,212,000	1,212,000

ON THE EFFECT OF PARTLY CLOSING THE THROTTLE VALVE IN STEAM ENGINES.—Every engineer knows that there is gain to be effected by working steam expansively, but there are, perhaps, not very many who are conscious that a material gain is also accomplishable by partly closing the throttle valve, the effect of which upon the engine is very similar to that of the ordinary expansive valve, especially when there is a little lap on the steam side of the slide valve. This is made very plain by an indicator diagram, and it will be found by this interesting test, that the action of a throttled engine with a slide valve formed with a moderate lap is very nearly the same as that of an engine working with a high degree of expansion. This phenomenon is attributable to the variable motion of the piston; at the beginning of the stroke the piston moves very slowly, and a very small aperture suffices to keep up the pressure of the steam; but, as the piston quickens its motion, the aperture becomes too small to keep up the pressure, and the steam within the cylinder, in consequence, expands. The lap upon the valve shuts the steam off before the piston has again arrived at the slow part of its motion; for the admission at that time would cause a large expenditure of steam without a corresponding advantage. The advantages of engines short of steam, and unprovided with expansive gear, should partially close the throttle valve, and work with them in that position.

PROFITABLE COAL WORK.—The Treadwell Iron Company, near Aberystwyth, are now working a fine vein of lower-quality large coal, known as "Black," which is only two inches from the surface. It has the appearance of an immense stone quarry, and is within half a mile of the railway that leads to Newport.

THE BRICK PROTESTANT.—(From a Correspondent.)—This singular invention of Mr. Rennie (since deceased) of "Signals for Preventing Collisions of Ships at Sea,"—the "Railway,"—has been a most singular piece of work, with a range at the top—the sides with passages for air; the plate is placed with holes, while the one third of the five great cylinders is open for a free passage of air, which escapes to some quantity of pure oxygen into the body of the case, which increases velocity the motion, and prevents any difficulty which has been thought of from polluting the atmosphere, or disturbing the freedom of the room or health of the workmen. It may be used in the most dangerous or difficult position, under either of cast-iron or fire-brick. The working of fuel is also great; the construction is complete, entirely preventing combustion of the greatest domestic animals can be performed with. That the Rennie has accomplished a most useful invention, appears evident, and which, we trust, will prove a source of profit for the intended execution.

EXPANSION AND MACHINERY AND GREAT FRICTION RAILWAYS.—An examination of these important railway companies has for some time been in agitation amongst the shareholders—and on Wednesday the 13th inst. was commenced a meeting of the shareholders of the Great Western Railway, to consider the merits and demerits of the proposed alterations of the Great Western Railway, and to consider the merits and demerits of the proposed alterations of the Great Western Railway, and to consider the merits and demerits of the proposed alterations of the Great Western Railway.

REMARKS AND MEMORANDA ON THE PUBLIC ACT 7 & VIC., C. 110,
REGULATING THE FORMATION OF ALL FUTURE COMPANIES.
BY A CHANCERY BARRISTER.

With the passage of the Act, an examination of the entire business has been found. Indeed, it is to be expected to make certain for the registration of joint stock companies during the term.

Estimated time, a volume (numbering of address in print),
including selected on, selected copies (of 100) in a separate
listing a total profit of \$100,000.00

again for the purpose of attending to business with satisfaction, and may possibly look upon this dwelling as one of the most valuable of present society. — *Quintilian*.

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WEST WHEAL JEWEL MINING ASSOCIATION

[illegible]

CURRENT PRICES OF STOCKS AND SHARES.

STOCK EXCHANGE, Saturday morning, October 10/14.

Consolidated Mining, 100	100
Consolidated Mining, 50	50
Consolidated Mining, 25	25
Consolidated Mining, 12 1/2	12 1/2
Consolidated Mining, 6 1/4	6 1/4
Consolidated Mining, 3 1/8	3 1/8
Consolidated Mining, 1 1/4	1 1/4
Consolidated Mining, 1/2	1/2
Consolidated Mining, 1/4	1/4
Consolidated Mining, 1/8	1/8
Consolidated Mining, 1/16	1/16
Consolidated Mining, 1/32	1/32
Consolidated Mining, 1/64	1/64
Consolidated Mining, 1/128	1/128
Consolidated Mining, 1/256	1/256
Consolidated Mining, 1/512	1/512
Consolidated Mining, 1/1024	1/1024
Consolidated Mining, 1/2048	1/2048
Consolidated Mining, 1/4096	1/4096
Consolidated Mining, 1/8192	1/8192
Consolidated Mining, 1/16384	1/16384
Consolidated Mining, 1/32768	1/32768
Consolidated Mining, 1/65536	1/65536
Consolidated Mining, 1/131072	1/131072
Consolidated Mining, 1/262144	1/262144
Consolidated Mining, 1/524288	1/524288
Consolidated Mining, 1/1048576	1/1048576
Consolidated Mining, 1/2097152	1/2097152
Consolidated Mining, 1/4194304	1/4194304
Consolidated Mining, 1/8388608	1/8388608
Consolidated Mining, 1/16777216	1/16777216
Consolidated Mining, 1/33554432	1/33554432
Consolidated Mining, 1/67108864	1/67108864
Consolidated Mining, 1/134217728	1/134217728
Consolidated Mining, 1/268435456	1/268435456
Consolidated Mining, 1/536870912	1/536870912
Consolidated Mining, 1/1073741824	1/1073741824
Consolidated Mining, 1/2147483648	1/2147483648
Consolidated Mining, 1/4294967296	1/4294967296
Consolidated Mining, 1/8589934592	1/8589934592
Consolidated Mining, 1/17179869184	1/17179869184
Consolidated Mining, 1/34359738368	1/34359738368
Consolidated Mining, 1/68719476736	1/68719476736
Consolidated Mining, 1/137438953472	1/137438953472
Consolidated Mining, 1/274877906944	1/274877906944
Consolidated Mining, 1/549755813888	1/549755813888
Consolidated Mining, 1/1099511627776	1/1099511627776
Consolidated Mining, 1/2199023255552	1/2199023255552
Consolidated Mining, 1/4398046511104	1/4398046511104
Consolidated Mining, 1/8796093022208	1/8796093022208
Consolidated Mining, 1/17592186044416	1/17592186044416
Consolidated Mining, 1/35184372088832	1/35184372088832
Consolidated Mining, 1/70368744177664	1/70368744177664
Consolidated Mining, 1/140737488355328	1/140737488355328
Consolidated Mining, 1/281474976710656	1/281474976710656
Consolidated Mining, 1/562949953421312	1/562949953421312
Consolidated Mining, 1/1125899906842624	1/1125899906842624
Consolidated Mining, 1/2251799813685248	1/2251799813685248
Consolidated Mining, 1/4503599627370496	1/4503599627370496
Consolidated Mining, 1/9007199254740992	1/9007199254740992
Consolidated Mining, 1/18014398509481984	1/18014398509481984
Consolidated Mining, 1/36028797018963968	1/36028797018963968
Consolidated Mining, 1/72057594037927936	1/72057594037927936
Consolidated Mining, 1/144115188075855872	1/144115188075855872
Consolidated Mining, 1/288230376151711744	1/288230376151711744
Consolidated Mining, 1/576460752303423488	1/576460752303423488
Consolidated Mining, 1/1152921504606846976	1/1152921504606846976
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Consolidated Mining, 1/4611686018427387904	1/4611686018427387904
Consolidated Mining, 1/9223372036854775808	1/9223372036854775808
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